

COMMITMENTS

INSTALL 18 INCH STEEL CASING AT ABANDONED RAILROAD UNDER SN 054-0067 AND SN 054-0068 FOR FUTURE USE BY CITY OF ATLANTA

THE FIELD/RESIDENT ENGINEER SHALL CONTACT STUDIES & PLANS CONCERNING ANY MAJOR PLAN CHANGES AND TO MAKE SURE NO PREVIOUS COMMITMENT (NOT LISTED) WERE MADE AFFECTING THE DESIGN, AND TO ALLOW IMPROVEMENTS IN THE DESIGN FOR FUTURE PROJECTS.

RATES OF APPLICATION

THE FOLLOWING FACTORS WERE USED FOR ESTIMATING PLAN QUANTITIES AND SHALL NOT BE USED FOR THE BASIS OF FINAL QUANTITIES.

HOT MIX ASPHALT	0.056 TONS/SQ. YD./INCH
BITUMINOUS MATERIALS (PRIME COAT)	0.00038 TON/SQ. YD.
AGGREGATE	2.05 TON/CU. YD.
RIPRAP	1.5 TON/CU. YD.

THE FOLLOWING MIXTURE REQUIREMENTS ARE APPLICABLE FOR THIS PROJECT

LOCATIONS:	INTERSTATE RESURFACING			
	SURFACE COURSE	BINDER COURSE	SHOULDER	SHOULDER
MIXTURE USES:	HMA SURFACE COURSE MIX "D" N90	HMA BINDER COURSE IL 9.5 N90	HMA SHOULDERS (TOP 1 1/2" LIFT)	HMA SHOULDERS 12 1/4" (LOWER LIFTS)
PG:	PG 64-22	PG 64-22	PG 64-22	PG 64-22
DESIGN AIR VOIDS:	4.0% @NDESIGN=90	4.0% @NDESIGN=90	4.0% @NDESIGN=50	4.0% @NDESIGN=50
MIXTURE COMPOSITION: (GRADATION MIXTURE)	IL 9.5	IL 9.5	IL 9.5	IL 19.0
FRICTION AGGREGATE:	MIX "D"	N/A	MIX "C"	N/A

LOCATIONS:	CH G RESURFACING		
	SURFACE COURSE	BINDER COURSE	SHOULDER
MIXTURE USES:	HMA SURFACE COURSE MIX "C" N50	LEVELING BINDER (MACHINE METHOD) IL 9.5 N50	HMA SHOULDERS
PG:	PG 64-22	PG 64-22	PG 64-22
DESIGN AIR VOIDS:	4.0% @NDESIGN=50	4.0% @NDESIGN=50	4.0% @NDESIGN=50
MIXTURE COMPOSITION: (GRADATION MIXTURE)	IL 9.5	IL 9.5	IL 9.5
FRICTION AGGREGATE:	MIX "C"	N/A	MIX "C"

LOCATIONS:	CROSSOVER PAVEMENT	
	TOP LIFT (1 1/2")	LOWER LIFTS
MIXTURE USES:	HMA SURFACE COURSE MIX "D" N90	HMA BASE COURSE 10 1/2"
PG:	PG 64-22	PG 64-22
DESIGN AIR VOIDS:	4.0% @NDESIGN=90	4.0% @NDESIGN=90
MIXTURE COMPOSITION: (GRADATION MIXTURE)	IL 9.5	IL 19.0
FRICTION AGGREGATE:	MIX "D"	N/A

LOCATIONS:	SHOULDER RECONSTRUCTION	
	TOP LIFT (1 1/2")	LOWER LIFTS
MIXTURE USES:	HMA SURFACE COURSE MIX "D" N90	HMA BASE COURSE 10 3/4", 12", & 12 1/4"
PG:	PG 64-22	PG 64-22
DESIGN AIR VOIDS:	4.0% @NDESIGN=90	4.0% @NDESIGN=90
MIXTURE COMPOSITION: (GRADATION MIXTURE)	IL 9.5	IL 19.0
FRICTION AGGREGATE:	MIX "D"	N/A


GENERAL NOTES

- THIS SECTION SHALL BE CONSTRUCTED IN ACCORDANCE WITH THE PLANS, THE STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION ADOPTED JANUARY 1, 2012, THE SUPPLEMENTAL SPECIFICATIONS AND RECURRING SPECIAL PROVISIONS, AND THE SPECIAL PROVISIONS INCLUDED IN THESE PLANS.
- ANY REFERENCE TO THE STANDARDS THROUGHOUT THE PLANS SHALL BE INTERPRETED TO BE THE EDITION, AS INDICATED BY THE SUB-NUMBER, LISTED IN THE INDEX OF SHEETS, OR THE COPY OF THE STANDARD INCLUDED IN THESE PLANS.
- THE THICKNESS OF HOT-MIX ASPHALT MIXTURES SHOWN ON THE PLANS IS THE NOMINAL THICKNESS. DEVIATIONS FROM THE NOMINAL THICKNESS WILL BE PERMITTED WHEN SUCH DEVIATIONS OCCUR DUE TO IRREGULARITIES IN THE EXISTING SURFACE OR BASE ON WHICH THE HOT-MIX ASPHALT MIXTURE IS PLACED.
- THE LOCATION OF THOSE BURIED AND ABOVE GROUND UTILITIES SHOWN ARE APPROXIMATE. THE CONTRACTOR SHALL BE RESPONSIBLE FOR PROTECTING UTILITY PROPERTY FROM CONSTRUCTION OPERATIONS AS OUTLINED IN ARTICLE 107.26 OF THE STANDARD SPECIFICATIONS. THE J.U.L.I.E NUMBER IS 1 (800) 892-0123. A MINIMUM 48 HOURS ADVANCE NOTICE IS REQUIRED. SEE SPECIAL PROVISIONS FOR STATUS OF UTILITIES WITH UTILITY COMPANIES LISTED.
- THE CONTRACTOR SHALL BE RESPONSIBLE FOR REPAIRS TO ANY UTILITY LINES AND EXISTING IMPROVEMENTS TO REMAIN THAT ARE DAMAGED AS A RESULT OF THE WORK.
- THE CONTRACTOR IS RESPONSIBLE FOR OBTAINING ALL NECESSARY PERMITS.
- WHERE PROPOSED CONSTRUCTION ABUTS EXISTING APPURTENANCES, A SAW CUT SHALL BE MADE TO ACHIEVE A NEAT BUTT JOINT. SAW CUTS WILL NOT BE PAID FOR SEPARATELY BUT SHALL BE CONSIDERED INCLUDED IN THE TYPE OF WORK ENCOUNTERED.
- ALL ELEVATIONS SHOWN ON THE PLANS ARE BASED ON NAVD 88 DATUM.
- WHERE SECTION OR SUBSECTION MONUMENTS ARE ENCOUNTERED, THE ENGINEER SHALL BE NOTIFIED BEFORE SUCH MONUMENTS ARE REMOVED. THE CONTRACTOR SHALL PROTECT AND CAREFULLY PRESERVE ALL MONUMENTS UNTIL AN AUTHORIZED SURVEYOR OR AGENT HAS WITNESSED OR OTHERWISE REFERENCED THEIR LOCATION. THE CONTRACTOR SHALL BE RESPONSIBLE FOR HAVING AN AUTHORIZED SURVEYOR REESTABLISH ANY SECTION OR SUBSECTION MONUMENTS DESTROYED BY HIS OPERATIONS.
- IN ADDITION TO SURVEYS, SOME OF THE PLAN DIMENSIONS AND DETAILS RELATIVE TO EXISTING CONDITIONS HAVE BEEN TAKEN FROM EXISTING PLANS AND ARE SUBJECT TO NOMINAL CONSTRUCTION VARIATIONS. IT SHALL BE THE CONTRACTORS' RESPONSIBILITY TO VERIFY SUCH DIMENSIONS IN THE FIELD. VARIATIONS SHALL NOT BE A CAUSE FOR ADDITIONAL COMPENSATION DUE TO A CHANGE IN THE SCOPE OF WORK. THE CONTRACTOR WILL BE PAID FOR THE QUANTITY ACTUALLY FURNISHED AT THE UNIT PRICE BID FOR THE WORK.
- ANY EXISTING ROAD SIGNS THAT INTERFERE WITH CONSTRUCTION SHALL BE RELOCATED AS DIRECTED BY THE ENGINEER. AFTER CONSTRUCTION IS COMPLETE, THE CONTRACTOR SHALL REPLACE SIGNS AS DIRECTED BY THE ENGINEER. THE COST FOR THIS WORK WILL NOT BE PAID FOR SEPARATELY BUT SHALL BE INCLUDED IN THE COST OF THE TRAFFIC CONTROL ITEMS.
- COPIES OF EXISTING BRIDGE PLANS ARE AVAILABLE AT THE DISTRICT OFFICE.
- THE ENGINEER SHALL BE THE SOLE JUDGE CONCERNING CURING TIME FOR THE VARIOUS BITUMINOUS LIFTS.
- FOR STABILIZATION, ALL TYPE III BARRICADES SHALL REQUIRE A MINIMUM OF FOUR SANDBAGS PER BARRICADE.
- EXISTING RAISED REFLECTIVE PAVEMENT MARKERS SHALL BE REMOVED PRIOR TO RESURFACING.
- PAVEMENT REINFORCEMENT FOR PROPOSED CONTINUOUSLY REINFORCED PORTLAND CEMENT CONCRETE PAVEMENT SHALL BE SPLICED TO EXISTING PAVEMENT REINFORCEMENT AS SPECIFIED ON STANDARD 442001.
- THE CONTRACTOR SHALL REMOVE REFLECTORS FROM EXISTING RAISED REFLECTIVE PAVEMENT MARKERS THAT CONFLICT WITH REVISED TRAFFIC PATTERNS. THE COST OF THIS WORK WILL NOT BE PAID FOR SEPARATELY BUT SHALL BE INCLUDED IN THE COST OF THE VARIOUS TRAFFIC CONTROL AND PROTECTION ITEMS.
- CONCRETE SLOPE WALLS AT SN 054-0067 AND SN 054-0068 MAY REMAIN IN PLACE. THE SLOPE WALLS SHALL BE CRACKED AND BROKEN UP TO ENSURE THAT ANY VOIDS UNDER THE SLOPE WALL ARE EXPOSED AND FILLED WITH EMBANKMENT.
- NO BROKEN CONCRETE SHALL BE PLACED IN THE FIRST 7.50 FEET OF EMBANKMENT AT SN 054-0067 AND SN 054-0068.
- EMBANKMENT SHALL BE CONSTRUCTED AT ABUTMENT WINGWALLS AT SN 054-0065 AND AT SN 054-0066. EMBANKMENT SHALL MATCH THE TOP OF WINGWALL PROFILE AND TRANSITION TO MATCH THE EXISTING EMBANKMENT.

ESTIMATED EMBANKMENT QUANTITY AT WINGWALLS: 60 CU YD

REVISION 21. LEVELING BINDER SHALL BE PLACED THE SAME DAY AS THE HMA SURFACE REMOVAL, 3 1/2" FROM FROM STA 577+01 TO STA 590+00

REVISION 6-3-13

 Cummins Engineering Corporation <small>Civil and Structural Engineering</small>	JOB # 2236.10 FILE NAME : 0672E11-ahs-gen.dgn PLOT SCALE : 2.0000 / IN PLOT DATE : 3/18/2013	DESIGNED - NAK DRAWN - SJS CHECKED - NAK DATE - 1/4/12	REVISED - REVISED - REVISED - REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	COMMITMENTS AND GENERAL NOTES	F.A.I. RTE. 55 SECTION D6 LOGAN CO BR 2011-1 COUNTY LOGAN TOTAL SHEETS 429 SHEET NO. 3 CONTRACT NO. 72E11
	SCALE:	SHEET NO. OF SHEETS STA. TO STA.	FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT			